

SPLITS THE PARTY

Wilson's Tariff Bill Has Raised Democrat Opposition.

MICHIGAN LUMBERMEN MAD

Republicans Will Attack the Bill and Vigorously Assault the Ad Valorem Change of Duty.

WASHINGTON, Nov. 28.—Experts are now very busy dissecting the new tariff bill. The republicans, of course, condemn it from beginning to end. They are denouncing it for material for speeches. Those speeches they will deliver at their first opportunity after the debate begins. The democrats pronounce the bill, as a whole, good. There are, however, plenty of democrats who criticize it in parts. Those from Pennsylvania will do their best to prevent the big cut in glass and iron. The Louisiana democrats will seek to retain the present sugar bounties. Democrats representing farming constituents along the northern border will oppose the abolition of the duty on eggs.

Michigan Democrats Object.

The Michigan democrats will object to the putting of lumber and salt on the free list. There will be like opposition from democratic congressmen from other parts of the country. The reduction of such duties to congress will depend on their opposition to special features. They will be permitted to object and oppose, and attack and seek to preserve, for a while. Then the party whip will crack and every democrat will jump back into the ranks, give a long pull, a strong pull, and a pull all together, and the bill, practically in its present shape, will be dragged through both houses and landed at the White House.

Republicans Plan Outlets.

The republicans will not offer any bill of their own. They will content themselves with introducing the very strongest report they can prepare on the tariff bill. They will put in the report damaging comparisons to show the loss of revenue and the danger to the protected industries. The republicans will also bitterly assail the ad valorem idea. The debate will, it is now believed, begin on Monday week. It is thought that about three weeks of debate will be required to pass it through the house. It is impossible to say how long it will take to pass it through the senate. Senator Voorhees a short time ago said that the republicans would not fight the bill, but would let it pass. He said that the republicans would not fight the bill, but would let it pass. He said that the republicans would not fight the bill, but would let it pass.

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WILL REDUCE WAGES

Marat Halstead Punctures the Wilson Tariff Bill.

CINCINNATI, Nov. 28.—Marat Halstead, writing for the Commercial Gazette, republican, has this to say of the new tariff: "It is an elaborate destruction of the great system of protection under which the country has prospered for thirty years, and which has from time to time been perfected by its friends. As for wool, this tariff would reduce the value of the wool crop in several Ohio congressional districts a million dollars each. The tin industry just springing up is stamped out and relegated to the Welsh monopolists. The workmen in the protected production will not be relieved of hard times while this job lot of ignorance is impending over our industries; and when, even, if it is, or any part of it, becomes a law, they may expect a reduction of wages to about the extent of the average reduction of duties."

IRON AND STEEL QUIET.

Proposed Wilson Tariff Has Had No Effect Yet.

PITTSBURGH, Pa., Nov. 28.—The Pittsburgh iron and steel market has not yet reflected any pronounced change as a result of the publication of the Wilson tariff bill. The market is exceedingly quiet, as it has been for weeks past, and prices are now on such a low basis that further declines seem almost impossible. Furnace men and steel producers have no yet considered important contracts for next year, but as soon as the new tariff changes are digested, a more active movement is expected. Current quotations as follows: Standard Bessemer iron, \$16.15; gray, \$15.50; No. 1 foundry, \$12.50; No. 2 foundry, \$11.70; muck bar, \$20.70; steel plate, \$21.00; steel bars, \$17.50; steel rails, \$21.00 and \$22.00.

Will Kill Glass Business.

PITTSBURGH, Pa., Nov. 28.—President Elberhardt of the window glass workers association said today concerning the tariff bill as affecting window glass could not be worse for the domestic manufacturers and workers and a compromise on the specific duties of the McKinley law would be just as bad. American manufacturers will not be able to earn enough to keep alive.

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RUN OUT OF FUNDS

Free Postoffice Delivery System Cannot Be Extended

FOR LACK OF APPROPRIATION

Postmaster Russell Opposed to Extending the Service—Resumes of the Postoffice Department Work.

WASHINGTON, Nov. 28.—The annual report of Postmaster General Russell, which was made public today, indicates that the department has been conducted on the strictly business principles, and that in this respect it is in better shape than in the past. The postmaster general's administration has been successful. The most has been made of the funds available, and it is also demonstrated that during the first year of the administration the efficiency of the service in every department has been increased. Hitherto, the first year of an administration has shown a falling off of the efficiency of the departments from that of the preceding year. The postmaster general estimates the gross revenue for the fiscal year ending June 30, 1893, at \$1,427,748.44, and the gross estimated expenditures at \$1,330,483.33, leaving an estimated deficiency of \$97,265.11. This, however, will be decreased \$1,250,000 from funds taken from the unpaid money order accounts.

No Funds Available.

Although there are ninety-three additional postoffices now entitled to the free delivery service, the absence of appropriation for extension renders impossible the establishment of the system in even one of these towns. The postmaster general adopts the recommendations previously made public adverse to the extension of the experimental free delivery system. The estimated deficiency amounts to \$97,265.11. Claims for carriers over time amounting to nearly a million dollars were on file in the department when Mr. Russell assumed his duties. Under his order of April 4, however, postmasters have been held strictly accountable for the time of their carriers, so that the making of order time has practically ceased. He suggests that postal notes be abolished and that the rates charged for all domestic money orders should be reduced and the form of order simplified.

Railroad and Steamer Service.

Great improvement is noticeable in the Star railroad and steamboat transportation service, the length of routes being 453,823.83 miles. The amount disbursed for the transportation of mail was \$43,497,997.55, and the number of letters carried was 281,442,000. The length of routes was increased last year by 6,241.90 mile. The fast mail service between the north and south has been recently much enlarged, while the mail time between the east and California has been materially shortened. The postmaster general is in favor of utilization of local electric car lines for mail transportation and states that his desire is that wherever the general service can be advanced use should be made of rapid transit city rail suburban car lines. He pays particular attention to the railway mail service and the requirements of this year will, he estimates, call for an increase of employees from 6,645 men to 7,000 men. He urges such legislation as will provide a reasonable sum to be paid to the widow and minor children of railway mail clerks killed while on duty, and estimates that \$20,000 annually will be sufficient for this purpose. He recommends the formation of an auxiliary corps of clerks and that early provision be made for rectification of employees.

Ocean Mail Subsidy.

Regarding ocean mail subsidy, the postmaster general says that he is unable to ascertain that any positive advantages have accrued from either a mail or commercial point of view by reason of contracts thus far put in operation under the act of March 3, 1891, and that therefore no new contracts have been entered into. The increased cost of the conveyance of ocean mails, under this act for the years 1893, 1894, 1895 and 1896, the last two years estimated, will be \$1,250,000. He states that the gain in the expedition of the mails have not been material and the advantages derived from the government's control of the ships are incommensurate with the cost of service. He says that the mail contracts which are conducted in seven different buildings for which the government pays annually nearly \$50,000 rental, only one being owned by the government. Concerning the fixing of government telegraph rates, Mr. Russell states that the test of the telegraph companies against the rates fixed by his predecessor and the suits which have been instituted against the government to recover at the rate charged the public. The rates fixed by Postmaster General Russell were accepted by the companies, and are about 8 per cent below those fixed by Postmaster Dickinson in 1888. The postmaster general devotes considerable space to a discussion of civil service reform, commending the efficiency of the present law. He makes special comment on the wholesale removal of clerical clerks in the railway mail service at the beginning of the last administration.

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